



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

-- Warning Notice --

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

-- Copyright Notice --

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume X • Number 3



THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume X, Number 3

December 1991

William E. Olson, Editor • 842 Mission Hills Lane, Columbus, Ohio 43235



Happy Holidays!



As some of you know, member Dug Waggoner (#10) draws pictures for a living -- which seems like a hell of a way to make a living. Among the tools of his trade is a Japanese drawing pen named NIKKO. Some years ago, Dug discovered that NIKKO can draw by himself, without human intervention of any kind. These NIKKO-PIX are invariably made when Dug is not around and at unpredictable times, and Dug has never been able to catch the little fellow in the act. Thus we do not know what mysterious combination of circumstances may prompt NIKKO's supernatural behavior; it does appear however, that he became unusually active a few years ago around the time of the Harmonic Convergence. (You remember that; it sent the Remnant Race of Flaky People here in Ohio down to the Serpent Mound to dance around and burn dried plant material.)

For several years past, our December cover has featured a NIKKO-GRAPH depicting Old Saint Nick soaring through the skies in a '38 convertible -- plus, on the back, a reproduction of a Buick Christmas advertisement. Well-executed and apt as these were, I got a little tired of them, and kept hoping that NIKKO would produce some evidence that The Jolly Old Elf used a '37 as well. Apparently exhausted by the Harmonic Convergence, however, NIKKO had been quiescent for Many Moons. A few weeks ago, Dug walked into his studio one morning and what to his Wondering Eyes Did Appear but the picture we see on this issue's back cover, accompanied by a Certificate of Authenticity stating that it depicts an Actual Event in Santa's Workshop in December 1937. NIKKO was on the floor, exhausted by his efforts, and has refused to flow one drop of ink since. Dug had to use another pen to do this issue's front cover.

Merry Christmas to all from Dug, NIKKO and the Editor! May the Coming Year be filled with Good Fortune for us all.



FOUNDED BY DAVE LEWIS





A maroon 1937 model 41 with sunvisor, spotlight, and left-hand drive is here shown with another 1937 GM product (in my opinion, the best-looking Chevrolet ever until 1941) at a Vintage Car Club of New Zealand event in January 1991. The Buick's owner is Ray Woollett (#921) of Greymouth, New Zealand. The car is not a Holden, as most Australian Buicks are (or were), but was assembled at the GM Petone Plant in Wellington, NZ in June of 1937.



EASTERN CLUB MEET & TOUR



The 1992 Eastern Club Meet will be held at Crossroads Village in Flint, Michigan on the last weekend of May: that is, May 29-31, 1992. Please note that this is not Memorial Day weekend: Memorial Day falls on the preceding Monday (May 25).

Our 1987 Meet was held at the same location, and at that event we had the largest turnout of '37s and '38s ever (about 30 cars). Everyone had a terrific time, thanks to the organizational efforts of Marv Rhynard, Bob Jones, and their wives. The 1992 Meet will be the Fifth Anniversary of that, and again thanks to the Rhynards and the Joneses, everyone will have at least as good a time, if not better. Crossroads Village replicates small-town America of the 19th Century, and features a narrow-gauge steam-powered railroad (using one of the now-legendary former Denver & Rio Grande locomotives), a steam-powered cider mill, numerous shops, various crafts, and some old-fashioned games for children.

If enough people are interested, following the Crossroads Village Meet we will have a tour north to Petoskey, Michigan, which is on Little Traverse Bay just south of the Straits of Mackinac. Participants will spend Monday and Tuesday (June 1 and 2) sight-seeing around Petoskey, which is a beautiful and interesting place, and leave for home on Wednesday (or sooner if one wishes).

More details on these events will appear in a forthcoming issue. Please mark your 1992 calendars now. The only alternatives to the May dates for which Crossroads was available were the third and fourth weekends in September. Marv Rhynard and I decided May was better, as school will be out by then, in most of the Mid-West anyway, and the weather is likely to be better; moreover, by the end of September many people are tired of car events and into other activities.



Two excellent 1937 Special convertibles. The car above is owned by Al Kiernan (#796) of Milton, Ontario, Canada, and the other, which appears to have left-hand drive, by Carlos Garcia-Mata (#923) of Mar del Plata, Argentina.



OUR ANNUAL OCCUPATION SURVEY

Set forth below is my annual listing of the occupations, professions, callings, vocations, or whatever you choose to call them, of our membership — or more precisely, of that portion (about 80%) of the membership that chose to fill out the "Optional" part of this year's Application/Roster Info Form. As in the past, the classification into groups is more-or-less my own invention and to some extent arbitrary, but does serve to give a fairly decent picture. I cut off at two; that is, a profession or vocation having only one practitioner is lumped into one of the general categories (e.g. "Misc. Other Businesses") even though it could be clearly described. This was done to avoid too lengthy a list. "Contractors" and "Crafts" are not broken down in the main list, but footnotes list individual specialties having more than one practitioner. The line between "Crafts" and "Technicians" is a fuzzy one; my separation is based on descriptions generally used, but, as noted above, is probably arbitrary to some degree. Into "Technicians" I put a few jobs that are not "white-collar" and defied other classification. Several non-retail businesses likewise either could not be fit into a general category, or were not too clearly described, or had only one practitioner. In these cases, the persons were included under "Misc. Other Businesses."

I did not break down the other "general" or "miscellaneous" categories as I did "Contractors" and "Crafts" because many of the descriptions were not sufficiently specific and those that were varied all over the lot. However, as in the past, I tried where practical to distinguish owners or principals of businesses from employees of corporations. If, for example, it appeared that a person owned a store he is under "Retail businesses" whereas the manager of a store owned by someone else is under "Managers." This obviously does not work in all cases; an engineer might work for a corporation, or manage a department within that corporation, or might have his own engineering firm. If he called himself an "engineer" on the form, he's an "engineer" on the list, but if he called himself a "plant manager", say, he's under "Managers" even though he might be an engineer by training.

Accounting	7	Manufacturing	6
Architecture	2	Medicine	9
Art; Design; Photography	4	Misc. other businesses	15
Auto Dealers	2	Misc. other professions	4
Auto Parts	2	Music	2
Auto Restorations	4	Pharmacy	3
Auto, Truck Service	5	Printing, publishing	3
Civil & Postal Service	16	Real estate	10
Contractors	21*	Retail businesses	14
Crafts	27**	Sales; purchasing	5
Data Processing	4	Scientists	3
Dentistry	4	Technicians	11
Education	16	Truck drivers	7
Engineering	22	Trucking businesses	2
Exterminating	2	RETIRED	68
Farming; ranching	6		
Firefighters	3	TOTAL	351
Insurance	2		
Investments	5		
Law Enforcement	7		
Lawyers	6		
Managers, supervisors	22		

*Contractors: General building - 7; masonry & concrete - 3; flooring or tile - 2; roofing - 2; HVAC - 2; sheet metal - 2; misc. others - 3

**Crafts: Auto mechanics - 5; machinists, tool & pattern makers - 5; carpenters - 2; flooring installers - 2; equipment operators - 3; masons - 2; misc. others - 6

Compared with the 1990 survey, this year's list shows both an increase in the total number reporting (351 versus 325) and an increase in the "Retired" category (68 versus 55). (If a person described himself as a "retired machinist", say, he is listed under "Retired".) When I first started doing these lists about five years ago, "Retired" was about 15% of the total, and has now crept up to over 19%. This may or may not be significant, but I do know that several long-time members retired during the past year, and I suspect that the "retired" portion will continue to grow, and that the median age of our members is very gradually creeping up. Next year I may put an "age" question on the form and see what I get.

Speaking of age, I do know who our Oldest Living Member is: it's Don Huff (#261) of Woodland, California. Don is 93 and still chugging along nicely. Besides that, Don has another distinction: he is the only member who bought his car new. You heard that right, folks: Don bought his '37 Century new at Flint in December 1936, drove it home to California, and has had it ever since. A few other Huff-cars have come and gone in the intervening 55 years, but the Century, like its owner, is still rolling. Congratulations to both.

I do this little survey and publish the result each year because it demonstrates what to me is the best thing about the antique car hobby: it spans all occupations, vocations, professions, and income levels (other, I suppose, than the very lowest). No degree, license, certificate, ancestry, or anything else is required for entry, save an interest in the great (or near-great) cars of the past. Through it, I have met, made friends with, learned from, and been enriched by, a group of people whose diversity is almost boundless, and which extends literally around the world. If that ain't one hell of a good deal, friends, I don't know what is.



GIMME A GIMMICK

Recently I acquired a new Chevrolet half-ton pickup. (Ohio enacted a statute last year allowing lawyers over the age of 50 and who are of good moral character to drive trucks, if they first renounce any and all intentions of having a Benz or a Bimmer.) In the course of this business, in which I used a firm in Columbus which finds vehicles for people and arranges leases or loans, and then takes care of servicing them, I looked at the dealer invoices for several different trucks. From this I concluded that the pricing of vehicles by their manufacturers bears only a remote relationship to the actual cost of production. For example, the "standard" engine in the Chevy or GMC half-ton is the 4.3 (262) "Vortec" V-6. If one gets automatic transmission and a few other things, the 5.0 (305) V-8 can be had at no additional cost. However, if you want the 5.7 (350) V-8 the "sticker price" is some \$840 more and the dealer's invoice cost about \$700 more. It will take one hell of a lot of persuasive argument to convince me that it costs GM \$700 more to make a 350 than a 305. Likewise, there is a "standard" set of rear end gears (3.08) and various optional ratios (3.42; 3.73, 4.10 and 4.56); the 3.42 rear end is about \$45 more on the price. How can it cost \$45 more to make one ring and pinion set than another? Yet again, apparently none — or at least very few — of the pickups above the level of the plain-jane, stripped-down "work truck" have the "standard" 225/75-15 tires; they all have "raised white letter" 235/75-15 tires at dealer invoice cost of \$33.18 more per tire. Come on guys, gimme a break! Are the "standard" tires

retreads? I could go on and on. Obviously, the real profit is in the "options". The dealers can't do much about it because they're charged for all this stuff by the factory.

My new truck had a "sticker price" of over \$18,000, which seems like a lot for a truck, but is considerably less than the "sticker" for a comparably-equipped Buick Roadmaster or Mercury Grand Marquis or other big rear-wheel-drive sedan that I can fit into and drive without feeling like I'm in the coach-class restroom of a Boeing 737. The truck has all the power goodies and a nice interior, at \$5000 to \$8000 less than the sedan (and maybe \$80,000 less than a Mercedes 560 SEL). That's a lot to pay for a back seat that's not very comfortable. And yes, I got the 350, and the 3.42 rear end, and the flashy tires, and the \$250 cast-aluminum flashy wheels, and a chrome rear bumper for another \$250 (the "standard" truck doesn't have a rear bumper at all, not even a black-painted one), and a bunch of other things. After all, you only live once.

In considering the "options" and "accessories" available on '37 and '38 Buicks (of course there weren't nearly as many such things then), we have observed that many of them were really pricing gimmicks. Things haven't changed, except to get more gimmicky.

OHIO NOW PERMITS MODEL YEAR PLATES

The Ohio motor vehicle registration law was recently amended to permit the use of model year license plates in lieu of "historical vehicle" plates. The model year plates must be "legible and serviceable" plates that were originally issued by the State of Ohio, and that correspond with the model year of the vehicle. The owner must surrender the historical vehicle plates to the Registrar of Motor Vehicles and pay a fee of \$10 to register the model year plates. Use of one model year plate is permitted, and that must be placed on the rear of the vehicle. For more information, call the Bureau of Motor Vehicles at 614-752-7500. (Amended Substitute House Bill No. 165, effective December 17, 1991.) Thanks to Dick Smith (#824) for a copy of the bill.



By coincidence, two of our feature articles this time concern themselves, at least in part, with what our neighbors and fellow-men may think of us. Mike Vosganian's "Reflections" goes beyond that, and touches on coping with human tragedy, and on the value of mutual interests that bind us together and serve to focus attention and energy on what Mike calls "constructive" activities. His story, admittedly a bit unusual for this publication, is nevertheless, I think, particularly apt for the Christmas Season. "Good Will Toward Men" is a phrase we see over and over on Christmas cards and hear again and again on Christmas-Season radio programs. Repetition may have made it hackneyed; perhaps we ought to spend some time reflecting on that phrase and how much it would mean to our society if everyone really believed in and practiced it.

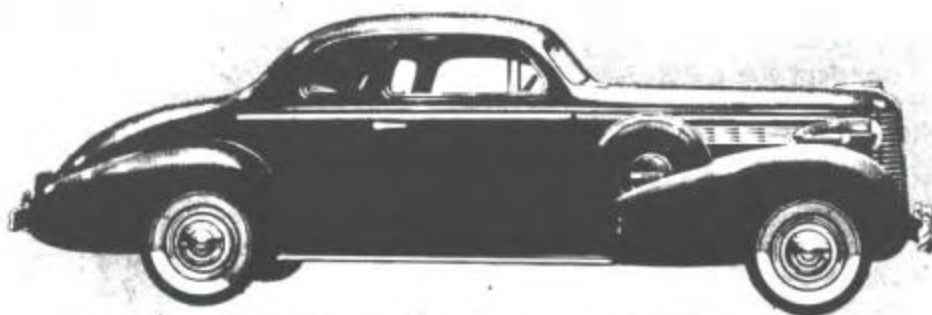
Best wishes to all! — Bill

Remembrance of Things Past



By Richard Parkes (#169) – Kamloops, British Columbia

The accompanying picture has an interesting story behind it. The photo was taken in July of 1938 on the foredeck of the steamship Duchess of Montclair. The lady is my mother, Phyllis Parkes, and she was on route from Montreal to Southampton, England to marry my father, who was living in England at the time. Her companion in the photo was Bernard Jenkins, an officer in the Royal Canadian Navy, who was to ferry a ship back to Canada. Regrettably, he was later lost at sea when his ship was sunk during World War II. The pictured cars were presumably being shipped to England. The Packard has 1938 Ontario plates and the Buick some sort of a Florida plate. One can only wonder what happened to them.



Four-Passenger Sport Coupe with opera seats
MODEL 66-S

"They All Laughed"



16 Years to Success

By Don Michelleti (#250)

I was reading some issues of the old Dave Lewis' "Buick Swap & Sell" (pre Torque Tube) and ran across the present Editor's initial harangue (May '84) to submit articles. One of the standard excuses (#3) he dismissed was "my restoration ain't finished". One of his "helper" questions was "what do your neighbors and friends think of what you are doing" (restoration). I have been wanting to write this article and send these photos for a LONG time. Now I can do it.

When we got the '38 Roadmaster and began the restoration, I remember one particular neighbor, who is a very proper, neat artist, looking at the car: on blocks; in primer; no interior; and headliner in shreds and touching the floor; parts everywhere. "Don, Don,....ha, ha, ha, ha.....you have really done it this time. Will you ever finish this?"

This neighbor, and other friends, have seen me do a bunch of other "crazy" things. Who, in their view, in his right mind would want to take an old junker and bust his ass just to drive it around? Who would also want to, or try to, restore a steam locomotive? A BIG steam locomotive. A mainline Southern Pacific steam locomotive. With no money? Only a nut, that's who!

I finished restoring the Roadmaster five or so years ago. The locomotive took a little longer. (See "One Roadmaster Richer," Vol. VI, No. 5 (1988)).

For 16 years, to be exact, our group, "Project 2472", has been working on our locomotive - S.P. #2472, a 1921 Baldwin, Pacific-type, steam locomotive. If you think your neighbors and friends believe restoring a car is crazy, you really have NO idea of what they'd think if you were doing the same thing to a locomotive!

Most all of us know how much room a car takes when it is apart. Well, when you have a locomotive in parts, some in your garage, and they weigh as much as an assembled Buick engine (although sometimes smaller), you use up a lot of room - fast. Moreover, even mechanical people will say; "What the hell is that?". The artist just stares (you got to be careful with people like me) and your wife is saying, "When are you going to get that *@#!* junk out of here?". Believe me, a lot of people leave you and your garage laughing or shaking their heads, or both. They KNOW you are nuts! You NEED to be committed.

Well we did it! Enclosed are some pictures of the locomotive and the Roadmaster. My two latest restorations. The locomotive was a "frame off" restoration.



We finished the locomotive just in time for the May '91 Sacramento, California Railfair. Our first trip was to the Railfair - it was great. We had a wonderful time there playing with the BIG BOYS. On the way back to San Francisco we double-headed the restored Southern Pacific "Daylight" locomotive, #4449. The thrill of actually being able to run a big locomotive and train at mainline speed (70+) can't be matched!

To paraphrase the old ad; "When I started this they all laughed". Now, I am the happiest kid on the block! How many people actually achieve their childhood dream? I got to run a big steam locomotive!! Wow!! I did it and it was great! No, they are not laughing any more (well, at least not as much).

The locomotive got some pretty good write-ups in the "rail fan" magazines. I know some of our members are train nuts also, and thought this might be interesting to them. Our organization had been called "Project 2472"; however, now that the locomotive is done, we have become "Golden Gate Railroad Museum". We are located at Hunters Point Naval Shipyard in San Francisco. Here, we have buildings, several acres of land and about 4000 feet of track. Now we have to start the restoration of our 20 or so railroad cars!



I have been in love with steam locomotives since I was old enough to know what they were. Then, I wanted to own a big one. This is close enough! I do own a small 15" gage "Cagney". It is an amusement park locomotive which ran at Fairyland Park in Kansas City from 1926 to 1949. I restored it in 1988 and 1989.

I got interested in Buicks in 1960, with a 1931 being my first vintage car and my first restoration. I have had several other Buicks since then. Even though it is not the oldest, I like the '38 Roadmaster best. It is really a great road car.

I know a very successful automobile dealer who has been in business since the late 1940s. At that time he sold Chrysler products, and did until the '60s. Back then, he said, the Buick market was virtually impenetrable. Buick owners' loyalty was unbelievable. After having several of them, ranging in years from 1910 to 1968, I know why. They all are really great, reliable, automobiles. But the '38 Roadmaster is still my favorite!

This old dealer tells me the following story every time he sees me and the '38. It seems that when he was a teenager in New York, someone about four blocks from where he lived had a new '38 Buick. He thought it was beautiful. The car was always parked on the street, and the young man would walk two or three blocks out of his way to and from school every day just to look at the Buick. He did it as long as the car was parked there, about a year and a half, but never knew who owned it. He never fails to tell me how much he likes the '38.

Unfortunately I missed the 37-38 meet in June (due to vacation conflicts). Cecil Don owned my old '31. The '37 mentioned in the 1988 story referred to above and which I once owned, is now Cecil's '37 — the same car our Editor drove on the tour. It is a good runner, as are my Roadmaster and the 2472!



REFLECTIONS

REFLECTIONS ON THE OLD-CAR HOBBY

By Michael Vosganian (#447)

I am aware that this commentary is only slightly related to what Bill normally includes in our Club publication. However, bear with me as I express some tangent thoughts. Like many of you I have children with whom I share this car hobby of ours. We have four children to be exact, two sons and two daughters, that range from 15 to 25 years old. Club members who have kids that are younger can, I think, relate to my commentary; and, those who have older heirs I am sure will also be sympathetic.

Five of us (one daughter works excessively) will ply our mutual hobby as a family. We attend local BCA chapter shows each year. Then there are community shows, as well as the first two west coast meets of the 1937-38 Club. We work efficiently and quietly together on our cars at home, and purposely clean up the evidence afterward so as to not bring down the wrath of our neighbors. Often we receive compliments

on our family, our collection of Buicks, and our reserved manners. However, no matter how considerate we have tried to be, there have been some negative comments over time from people who understand very little of anything. I have debated with these negative types, and have defended our family interest in old cars as a way of giving our children something constructive to do with their spare time. I really believe this has worked for us. The old car hobby has kept our children out of trouble. Teens and young adults today are challenged by a lot more temptations that most of us were, as you know.

My children are healthy, interested in education, are good craftsmen, and artists. All-around good citizens. We as parents can rightfully be proud of them. Mom and Dad willingly take care of most of their needs, but they do have employment to support their hobby and smaller needs. What I am getting at is, no matter how much you have figured out your world, and have protected your family from what is "bad", someone can come along and drop you and yours into the midst of the same jeopardy you were trying to avoid. My son Michael Jr., who works for a small market near home as a check-out cashier, was the victim of an armed robbery, and was wounded twice by the young hoodlum. Driving to the market, both my wife Barbara and I imagined we would find our son stretched out on the floor in the worst possible way. Life is not always fair, we have good kids that are trying hard to grow up safe and sane, and this happens.

Fortunately we found Michael upright clutching his wounds. He had been prepared by the paramedics to be transported to the local hospital. He had been shot twice in the right hand even though he was willingly giving up the money from the cash register. One bullet lodged in his palm, and did not exit. The doctor said had the bullet been of a larger caliber, it would have blown away the back of his hand. The second bullet passed through the first knuckle of his right thumb. It shattered the joint nearest the thumb nail. He still may lose the use of this joint, even though he has had two operations so far totaling over seven hours. But he is young, almost 23 years old, and it is our hope that he will be able to avoid having this joint fused permanently.

We gave Michael all the support he needed while in the hospital for six days. He had many concerned visitors. Even some of our club members visited him. I actually doubt that the police will be successful in catching the robber. Mike is doing fine since coming home. He has already started to work on his car, although it is awkward doing things one-handed. He has to keep his right hand upright as much as possible during the day and kind of looks like a male Statue of Liberty.

So, the next time your neighbors complain about your hobby, tell them about Michael who is intelligent, polite, and hard working, who until this last week was able to avoid the pitfalls of growing up by having a positive interest in old Buicks, and could have lost his hand or life to someone else's son.

EDITOR'S NOTE

You're right, Mike. We're not kooks. We're not spending our time in frivolous pursuits or hangin' around in "sports bars" raising our blood alcohol levels. The overwhelming majority of old-car folks I've met are sober, industrious, level-headed, hard-working people. And we're doing something that I, at least, think is constructive. Surely your fellow-Californian Don Michelletti has been.

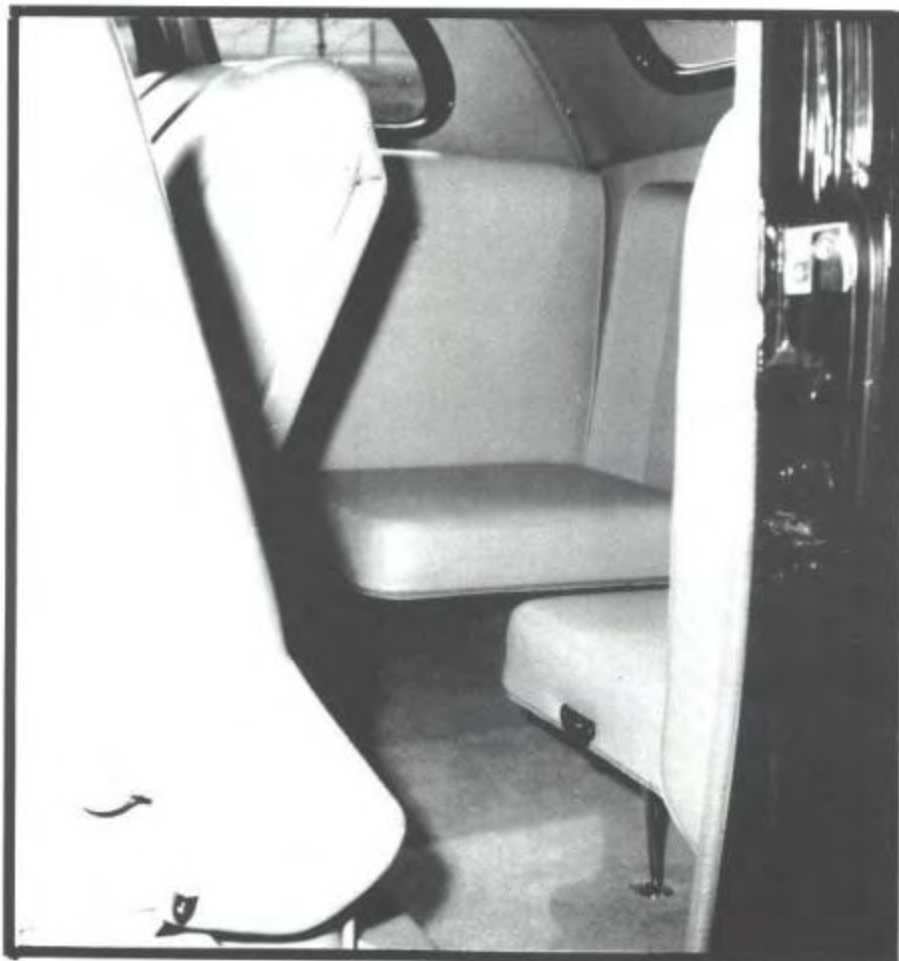


Photo Album



A very fine 1938 Century sport coupe (model 66-S) owned by Howard DeRusha (#689). One of the photos shows the arrangement of the rear "opera seats." The interior is done in light tan leather and the exterior is dark blue, making a very sightly combination. (Black, tan, grey, green, blue or red leather upholstery was optional in both '37 and '38.) There appear to be a few features that are not 100% authentic — the interior lower door panel treatment and the use of carpet on the front floor — but all in all the car is beautifully done and doubtless much fun to drive. Howard is a sheet metal contractor in Edmonds, Washington.

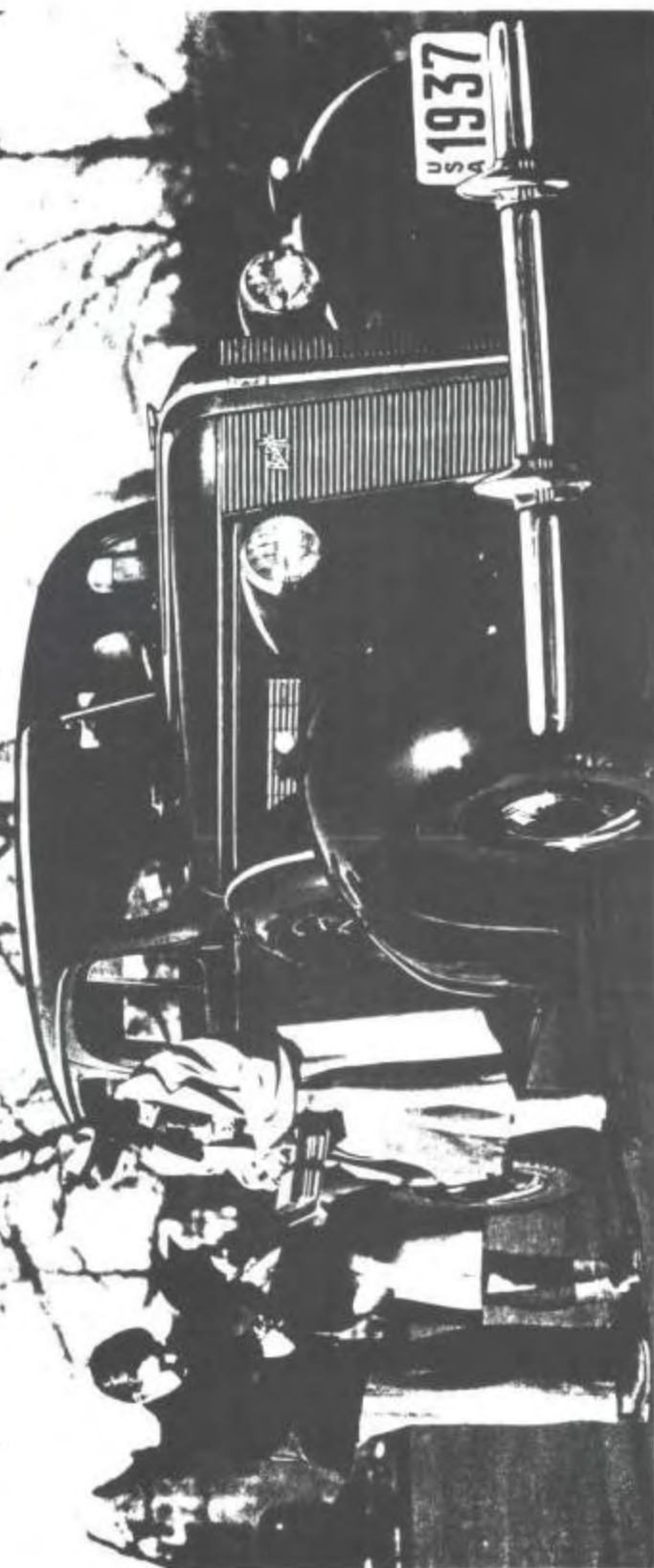
BUICK





How much car do you need?

DRIVE A BUICK AND SEE!



MAYBE during the tight times you had yourself half-sold that the lowest-priced cars give a man all he really needs in an automobile.

The simplest way to test that theory is to sink yourself down in the big comfortable driving seat of a sparkling new Buick and let this magnificent car do its stuff.

In about a minute you'll discover there's an altogether different "feel" in the handling of this lithe, quiet, steady, sensational performer—a feel that's half-part thrill and half-part security.

No automobile you have ever owned has prepared you for the beautiful combination of ease,

mobility, flashing action and obedient control that now is ready under your hands.

You move into the traffic stream and you find yourself riding the crest of that tide in a mechanism as sensitive and maneuverable to the touch as a polo pony.

You hit the open road and you find uphill and downhill carpeted with comfort, the stiffest climb a romp, the sharpest curve an even-keeled swing, the longest run a recreative exercise.

You give this agile car the gun and that great oil-cushioned valve-in-head straight-eight engine swoops you to blurring swiftness with a suddenness to take your breath away. Toe-touch the big hydraulics and you stroke down slow with the gentleness of a child falling asleep.

How much car do you need? Drive a Buick and see! Somewhere among Buick's twenty-two new models your question will find glorious answer.



BIG NEWS FOR BIG FOLKS—You don't have to crowd or to squeeze to get into or out of a 1937 Buick. Door sills are lower—doors in the front priced four-door Buick sedans are 4 1/2" wider, 2 1/2" higher—step in comfortably and make yourself at home. And into it only one way in which these new Buicks are bigger and better than ever!

NO OTHER CAR IN THE WORLD HAS ALL THESE FEATURES

- ★ VALVE-IN-HEAD STRAIGHT-EIGHT-ENGINE
- ★ ANOLITE PISTONS
- ★ AEROBAT CARBURETOR
- ★ SEALED CHASSIS
- ★ TORQUE-TUBE DRIVE
- ★ UNISTEEL BODY BY FISHER
- ★ TIPTOE HYDRAULIC BRAKES
- ★ KNEE-ACTION COMFORT AND SAFETY
- ★ "HIGH OUTPUT" GENERATOR
- ★ JUMBO LUGGAGE COMPARTMENTS
- ★ DOUBLE STABILIZATION
- ★ SAFETY GLASS

It's Buick again!

YOUR MONEY GOES FARTHER IN A GENERAL MOTORS CAR

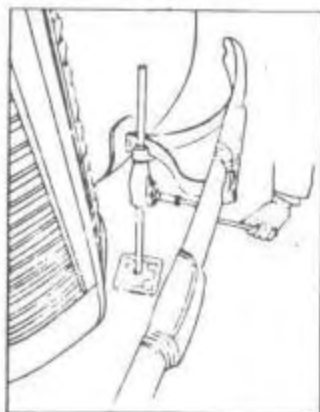


TECHNICAL TIPS

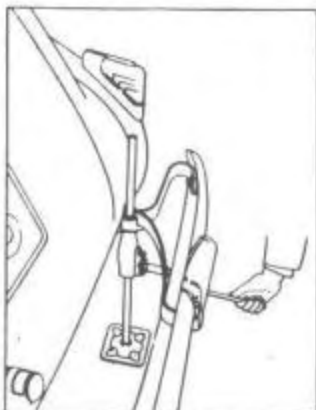


1938 JACKS

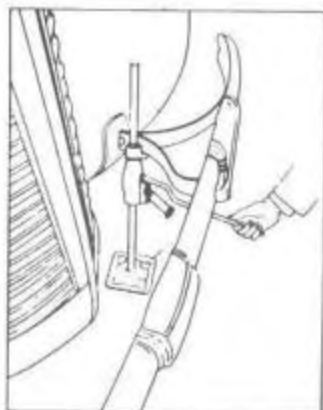
Illustrations of the 1938 jack from the Shop Manual appear below.



Raising Front



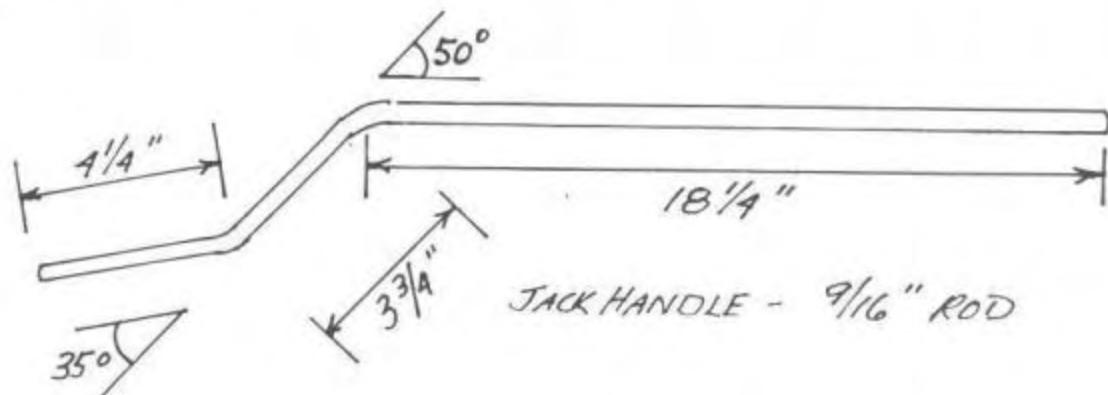
Raising Rear

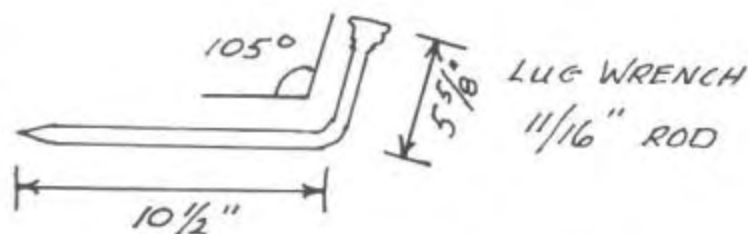


Lowering

Fig. 10-1. Use of Jack

Thanks to Mike Hart (#677) and Tony Weiss (#647), we have some dimensional sketches of the handle and lug wrench. If you have a '38 jack, or something reasonably similar, but are missing the wrench and handle, these drawings will show you that copies can be made without too much trouble. The 9/16 rod will probably need to be heated to be bent into the required shape. Any old lug wrench having a head correctly sized to match the '38 wheel lug bolts can be modified to the correct dimensions by a little cutting, grinding and/or bending. While there is still some uncertainty about the original color of these tools, it appears fairly certain that at least some of the originals were green. To my eye, the shade approximates that seen on new, unweathered highway signs.





MORE ON TIRES

A few issues back, I told you guys not to buy Denman tires if you wanted to drive your cars. Here's a reason not to use them at all, at least if your car has sidemounts. Ted Masilian (#883) says he bought six new Denmans in the correct size (6.50x16) for his '38 Special, and then found that the tires would not fit inside his sidemount covers, even when partially deflated. "I had to use two of the old tires that were in the wells when I bought the car," says Ted. "I stood a new tire alongside one of the old ones and there is one hell of a difference, yet they are both marked 6.50x16. Now I have over \$200 worth of tires that I can't use." If anyone wants two Denman wide-whites, give Ted a call at 414/639-8066; you might get a deal.

It is possible that the tires Ted bought were mis-marked, but that seems unlikely. They may well be just bigger. If anyone else has had a similar experience with Denman tires, please let me know. As indicated in Vol. IX, No. 9, page 28, I believe that the Denman tread configuration is not suited to '37 and '38 Buicks and that these tires do not perform well on wet pavement. I am not the only person who thinks so; I have heard a similar opinion from several different people. Denmans are undoubtedly well-made, and they look nice, especially on early 1930s cars with uncovered fender-mounted spares. I have nothing against them except an opinion that they're not the best tire for us. If I were buying a new set of tires today, I would get the B. F. Goodrich Silvertown reproductions sold by Coker Tire, or for a 40-series car the Goodyears that may be available through Goodyear stores or from Lucas Automotive. (The latter are not available in sizes other than 6.50x16.) These look the most like the tires originally put on the cars at the factory, and probably perform the best. In second place I'd put the Firestone DeLuxe Champion reproductions sold by Lucas Automotive.

Speaking of tires, the last time I visited Dave Lewis he pointed out something I had never noticed before. The white area of the "wide whites" we all seem to like so well is actually too wide. The outer diameter of the white area is typically a raised "rib" perhaps 3/4 of an inch wide. This is a "rub strip" intended on the original tires to protect the white area from being scuffed if the tire is run up against a curb. As such, it ought to be black. However, on all the antique car tires I have seen, it isn't: it's white. This construction of course makes the white part wider, but I don't think it is really authentic. However, there seems to be nothing we can do about it.

In truth, very few cars in the 1930s had whitewall tires. I believe Buick put them on convertibles and 90-series cars as standard equipment, but that was all, and the overwhelming majority of cars had black tires. (My father would not have dreamed of putting whitewalls on a car.) Today, even if you wanted blackwalls you'd find them difficult to obtain — or impossible in some sizes. A question I am often asked by "lay-persons" is "Where do you find those tires?", and they seem surprised when I tell them that tires are the easiest part of an antique car to find — just grab a credit card and pick up the phone — at least if one wants white ones.





QUESTIONS

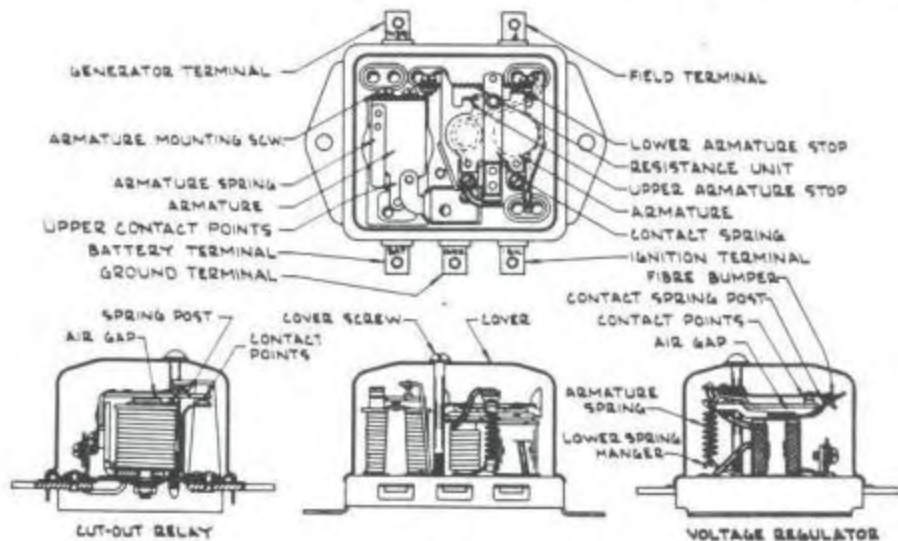


QUESTION: Before I started rebuilding work on my car, the voltage regulator seemed to work fine. The system charged about 10-12 amps. I went through the generator and starter while the car was laid up for an engine rebuild. The generator has been bench-tested and is working perfectly, yet I cannot get it to charge like it showed on the ammeter before. By increasing or decreasing the spring on the voltage regulator, I can only get it to charge wide open or not at all.

ANSWER: A voltage regulator that has been left inoperative for a year or so — as when an engine is being rebuilt — may simply need to be cleaned. Try cleaning both sets of contact points (on the regulator and on the cut-out relay) with fine sandpaper. The contacts may have oxidized. You should also check carefully for bad connections in your charging circuit wiring. Loose or bad connections are often the source of trouble. The Shop Manuals set out a fairly complex series of tests and adjustments that may be made to the regulator and relay. If you want to try these, go ahead, but I would rather not screw around with them, myself. A good solution to voltage regulator problems is to replace your old unit with the VR-6 electronic unit sold by RBR Electronics. This thing may be mounted out of sight under the dash — it needs to have air circulate around it for cooling — and a Delco black box, which will have a cut-out and fuse in it, is put on the firewall in the location of the original unit so that everything looks kosher. I recently installed one of these on my car (after driving about three-fourths of the way from Indianapolis to Columbus last summer with the charge needle in the minus range) and it seems to work fine. They come with detailed instructions. Before doing that, I talked with fellow-Ohioan Al Klavara (#498), who originally told me about the electronic regulator. Al has six of them on six different cars, and has never had a problem with any of them.

For more info on the VR-6, call Ron Lekse at 216/585-7178 or write to RBR Electronics, 460 E. 319th Street, Willowick, Ohio 44094. Tell Ron you're a Club member and that you saw it in The Torque Tube.

Incidentally, getting back to the original question, that is how my voltage regulator performed before it began to crap out — it charged wide open or not at all. It may be noted here in conclusion that the gage in the instrument cluster is not a conventional ammeter and does not necessarily indicate level of amperage; it is a "charge indicator".



QUESTION: I finally finished restoring my '38 Special. The car runs beautifully (after \$1600 worth of engine rebuild) but is a dog power-wise. My '28 Model A will out-run it. I've gone through all the specs twice and it checks out perfect. I'm not bragging, but I've been a mechanic by trade for over 35 years (retired now). Its sluggish performance has me stumped. I can go around a corner at 10 or 12 MPH and leave it in high, and step on the gas without any jerking, but from a dead stop its performance is terrible. Before I rebuilt the engine it had plenty of snap. It also had four bad pistons. I've put in new pistons, timing chain, valves and valve guides. The carb, a Carter WDO ('39 or '40 Buick), I rebuilt and it seems OK. All the machine shop work was done by one of our local shops that has a reputation for quality work. Can you or some other member help me?

ANSWER: Let me start with a few observations. First, my experience suggests that people who swear they have checked everything have almost invariably overlooked something, and that is frequently a simple and elementary thing. One of the first "detective stories", written many years ago, is called "The Purloined Letter." The Paris police spend days searching the apartments of a blackmailer for a letter that would compromise a Very Important Personage. They poke and probe, looking for secret drawers, hollows in the legs of chairs, floorboards that come up, and every other place in which a paper might be concealed, to no avail. The hero, Arsene Lupin, finds the letter in a group of innocent odd papers stuck to a sort of bulletin board — the modern equivalent would be a refrigerator door — virtually in plain sight. The police assumed that no experienced blackmailer would choose so obvious a location for his treasure, and so ignored it. That leads me to my next observation. Second, it is not infrequently the experienced mechanic or engine rebuilder who makes a serious error because he assumes he knows how to do the job. The people who rebuilt my engine the first time assumed that the arrows on the rods and caps point to the front of the engine, because that is the case in many engines, and so put the rods in backwards, with disastrous results. (See Shop Manuals, sec. 6-24.)

I mean no offense here to our questioner, who has doubtless worked diligently and carefully, nor to his engine-rebuild shop. I hope none will be taken. I am only stating that which all my experience suggests.

Third, as I have said before, it is often difficult, or practically impossible, to diagnose car troubles from a distance. Moreover, as I have also said before, I am not an auto mechanic, nor a restorer, nor an engine rebuilder; I am only a lawyer who happens to know more than the average person about motor vehicles in general, and "straight-8" era Buicks in particular. However, sometimes a more abstract analysis from a person removed from the "hands-on" work can be helpful.

Fourth and last, I think that evaluation of a car's performance can be quite subjective, and that external characteristics can fool us. In making judgments about speed and acceleration, we can be misled. For example, a car that is making a good deal of engine or wind noise may seem to be going faster than one that is quiet. For present purposes, however, I will accept that our questioner is not being fooled because his new Buick engine is a lot quieter than his model A, and that in truth the Buick is exhibiting excessively sluggish acceleration.

All of that having been said, I will proceed to the matter at hand and tell you what I think the trouble might be.

You did not mention any symptoms that would suggest to me a fuel-related problem, e.g. leaky accelerator pump, clogged fuel filter, bad pump. Most engine performance problems are not fuel-related, anyway, and a car that runs OK at idle and doesn't buck or sputter or starve at speed, but has poor acceleration, is in my opinion more likely than not suffering from a timing problem. So, starting with the elementary stuff, recheck your point gap, dwell, etc. Check your vacuum advance and centrifugal advance mechanisms for correction operation. You can check the vacuum advance by disconnecting the vacuum line at the carburetor and removing the distributor cap. Have a friend suck hard on the open end of the line. If you see the arm that comes out of the vacuum advance move the breaker plate inside the distributor, things are likely OK there. The centrifugal advance mechanism inside the distributor should be checked for free movement and broken springs or bearings. Likewise the breaker plate should be checked for free movement. At idle, the spark advance should be zero. If the advance mechanisms are not working, it will stay at zero under part or full throttle and acceleration will be poor.

If your distributor advance mechanisms are working OK and you have timed the distributor off the mark on the flywheel, let me ask this question: who put on that new timing chain? If the timing chain is not installed absolutely right, performance will suffer, and you can re-time the engine from the mark on the flywheel until the Sounding of the Last Trumpet and never improve things. I speak here from experience. Accompanying this entry is an excerpt from the 1938 Shop Manual, and you will note the words "strictly adhered to." The timing chain must be put over the two sprockets exactly as the Manual says: never mind how it goes on other engines, or how you assume it goes.

As the Manual indicates, the original factory chains had two copper-plated washers. These washers were ten links apart (or, if you prefer, there were nine washers between the two plated washers.) In installing the chain and sprockets, the two plated washers were aligned with two little circles punched one on each sprocket. There is only one position in which they will line up. On most '37 and '38 engines, I am told, it is not possible to put the flywheel on wrong in relation to the crankshaft, because it will bolt on in only one position. (Apparently not so, however, with my own '37 320 engine.) Thus if the timing chain is installed correctly the valves will open and close at the right times, and the "ADV" mark on the flywheel will appear in the little hole in the bell housing opposite the index line when the No. 1 piston is approximately at "Top Dead Center" (TDC) — that is, when No. 1 plug is ready to fire and the piston is at the top of its travel. At this point also, both of the No. 1 valves should be very nearly closed.

One major source of potential trouble is this: frequently the after-market chains available today (and years ago, also) do not have those copper-plated washers. Having saved the old chain that came out of my own engine, I inspected it carefully for marks or indicators of any kind, and found none. (You may recall from my "Engine Chronicle" article in Vol. IX, No. 9 that the first rebuilders had put the chain on wrong. As a consequence, the engine could never be timed correctly.) The two old sprockets did have marks, but of course that only gets one half-way there. If you got one of those unmarked chains, and you or your engine rebuilders did not consult the Manual but instead proceeded on assumptions — as, presumably, the first rebuilders of my engine did — you may have a semi-nasty problem.

I would suggest the following. Remove all spark plugs and the rocker arm cover. Turn the engine over slowly until the No. 1 piston is at TDC. By shining a light into the plug hole, you should be able to see the top of the piston inside the cylinder. Every other approach of the piston to TDC should coincide with the closing of both No. 1 cylinder valves — or very near closing — and that is the top of the compression stroke. If the mark on the flywheel coincides with this position, or at least comes pretty close,

your valve timing should be reasonably OK. (See the diagram entitled "Valve Timing Chart" in the Shop Manual excerpt.) If all this happens but you don't see the mark on the flywheel, re-mark the flywheel with a punch or blob of yellow paint, and try timing your distributor off the new mark. If the valves do not appear to be working in reasonable synch with the movements of the pistons, your timing chain is way off, and it's time to pull off the front clip, and the radiator, and the timing chain cover, and have a look. Good luck.

BUICK SHOP MANUAL, 1938

VALVE TIMING

The timing chain and sprockets are set in such relation to one another that the position of the pistons and valves is correctly timed when the marks on the cam sprocket and the crank sprocket are in line with copper plated steel washers on the chain, as shown in Fig. 6-20. These copper plated washers are ten links apart. **This setting must be adhered to strictly.**

Figures given in engine specification section give the timing when valves are .004" off their seats after being set to .015" lash. The point when the valves are .004" off their seats, shown on the chart as the timing point, is considered to be the beginning or end of their effective opening. The interval between the opening and closing points and the timing points represents that portion of the cam where the rate of lift is slow, which permits some variation in lash without causing noisy valve action.

TIMING CHAIN AND SPROCKETS

The timing drive consists of two sprockets and a chain built up of hardened steel links and pins.

All Series use chains, 1" in width.

Initial slack in the chain when new should allow from $\frac{1}{4}$ " to $\frac{3}{8}$ " finger movement of the loose span between sprockets away from the centerline. Permissible slack can be as high as 1" outward before it should be necessary to replace chain.

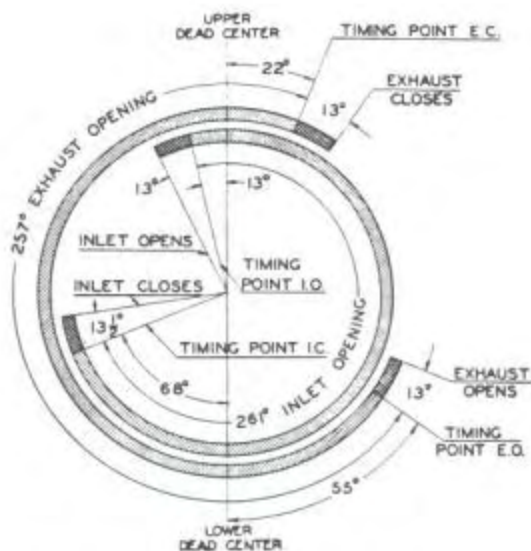


Fig. 6-18. Valve Timing Chart—Series 40

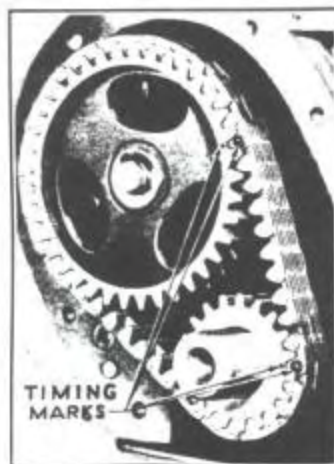
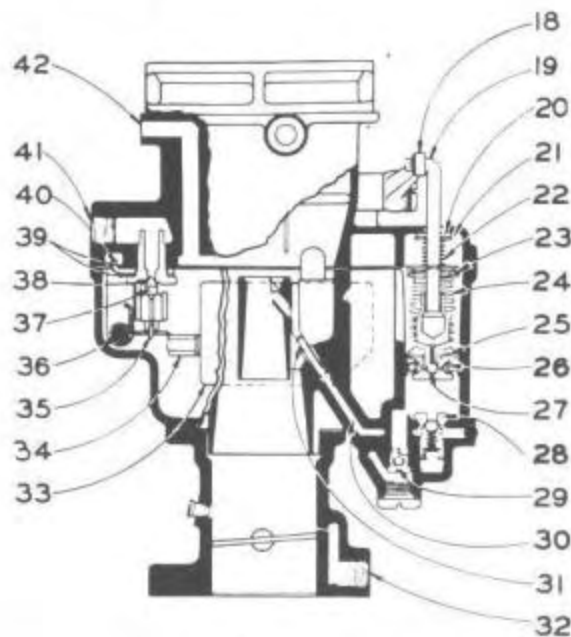


Fig. 6-20. Timing Chain and Sprocket Marks

Since writing the foregoing portion of this entry, I've had some further correspondence with the questioner, and another possibility has suggested itself. This would not be revealed by any of the tests outlined above. The car in question has a Carter WDO carb ('39 or '40 Buick), which my correspondent rebuilt using one of the commercially-available kits. Typically, and apparently in this case, these rebuild kits are designed to be used for more than one particular model carburetor. As such, they may contain a surplus of parts, e.g. gaskets. These may look very similar, and it is possible during rebuilding to use a part that seems to fit but is nevertheless not the right one. If that were done, and the vacuum port in the carb where the line to the distributor is attached thus inadvertently obstructed, the vacuum advance would not operate. Another possibility is that this port is plugged with paint or some foreign matter.

I'm not sure how it is on the Carter WDO, but on the '37 and '38 Strombergs the advance vacuum is taken off a little chamber cast into the base of the carb. This chamber is connected to the throat by a rather small hole just above the position of the throttle valve when that valve is closed. (That positioning results in no or very little vacuum advance when the engine is at idle speed, because the closed valve blocks the little hole's access to manifold vacuum.) It would seem impossible to block this hole on a Stromberg with an incorrect gasket, because there is no gasket in the vicinity. It does seem perfectly possible, however, for the hole to get plugged. If the base is painted with a spray can or gun, and the port not temporarily sealed during painting, enough airborne paint might enter the chamber to plug the hole.

It may also be observed that newly-rebuilt engines frequently do not perform as well as those with a few thousand miles or more of loosening up. In this case, however, if the engine were really "tight" it would be difficult or impossible to start, and there is no indication here that such is the case.



No. 32 in this view is the spark advance vacuum port. Note the very narrow passage between the chamber and the throat.

QUESTION: Is the front license plate supposed to go on the left or the right? I have seen it done both ways.

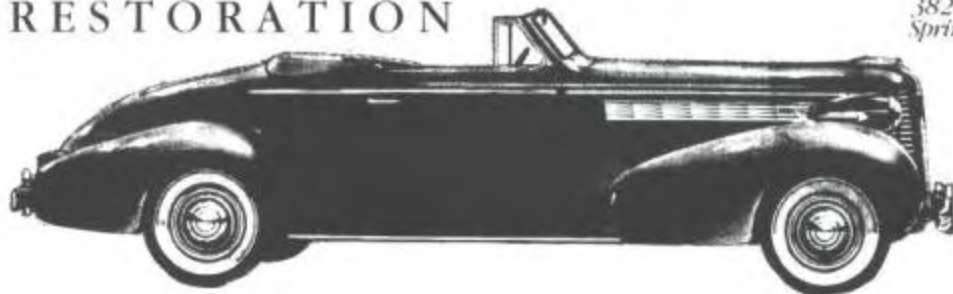
ANSWER: This comes up about every two years, and is one of those things people probably give more attention to than it deserves. Most Buick "factory" or publicity photos show the plate on the left, when they show one at all. See, for example, the back covers of Vol. IX, No. 8 and Vol. X, No. 2. Likewise, most owners seem to put it on the left today, and most seemed to back in '37 and '38 — see the Dick Parkes photo in this issue. Some states may have had legal requirements that it be on the left or in the center, in which positions it could be more easily read from a car coming from the opposite direction than if it were on the right. However, in countries where one drives on the left side of the road — e.g. Great Britain, Australia or New Zealand — it seems to appear on the right — presumably for the same reason. (See the photo of two New Zealand cars in this issue.) I'd put it on the left. On my own car I have hedged by using two front plates, one my current Ohio plate (on the left), and one a restored 1937 Ohio plate (on the right). The latter is of course just for "show" — see Vol. IX, No. 9 front cover and page 4. If I were judging cars at a show, I would not take points off for the positioning of the front license plate.



SHOP MANUALS

I have always had the suspicion — in part based upon the questions I get asked — that a large number of you do not have copies of the '37 or '38 Shop Manuals. These books are very useful, even if you do not do much work on your car yourself. If you turn your car over to someone else to repair, and you don't give him a copy of the Manual at the same time (and demand that he read it), you may be courting disaster. Likewise, no engine should be given to a rebuild shop without the appropriate pages from the Shop Manual and a similar demand. Good reproductions of both the 1937 and the 1938 Shop Manuals may be purchased from Bob's Automobilia for \$30 and \$35, respectively, plus \$5 shipping. In addition, a beautiful reproduction of the '37 Manual, using coated paper and the original cover colors, is available from E. J. Serafin, Valley Rd., Matinecock, NY 11560 for \$60.

DAVE LEWIS RESTORATION



*Partial or Complete
Show Quality Restorations*

*3825 South Second Street
Springfield, Illinois 62703
217-529-5290*

*References Available
20 Years Experience
Show Car Maintenance
Fully Insured
and Guaranteed
Shop Open 6 Days
9AM to 10PM CST*

MORE ON ENGINE UPGRADES-INSERT RODS

Tony Weiss (#647) sent in the following.

In looking for insert-bearing rods for the Special engine, you need to salvage from a "late model" ('49 or '50) Special, not a '50 or later Super. The Special engine has 2-inch rod bearing journals, but the '50 Super engine, a bored-out (263 CID) version of the old 248 CID block, uses 2-1/8-inch journals. After buying an engine from a '50 Super with Dynaflow for the rods, cam, lifters, push rods, and rocker arm assembly, somebody told me that the Dynaflow and manual transmission engines had different rod bearing journals. This is not correct, although the Dynaflow-engine crank is different at the flywheel. The difference is between the 248 Special engine and the 263 Super engine, which was introduced in 1950 and supplanted by the V-8 in 1953. (The Special received the 263 engine in 1951 and used it through 1953; it got a new V-8 in 1954.) So, you need to look for a '49 or '50 Special or a '49 Super.

Now, the happy ending. The engine I bought must have been mis-marked by a junk yard years ago, because the rod bearing journals were in fact 2-inches.

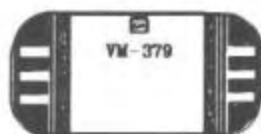
1937-38 BUICK

SOME OF THE EARLY 1937 AND 1938 PRODUCED WITH A TAUPE COATING BECOME AWARE THAT SOME OF THOSE EARLY MATS, ARE SHOWING SIGNS OF WEARING THRU THE COATING. WE HAVE BEEN ASKED WHAT CAN BE DONE TO RE-COAT THESE MATS. OUR THOUGHT IS THAT ANY COATING PROCESS ATTEMPTED AT HOME IS LIKELY TO RESULT IN A FINISH THAT IS LESS DURABLE AND LESS ATTRACTIVE THAN THE FACTORY COATING. THEREFORE WE ARE OFFERING OUR NEW PRODUCTION FLOORMATS, MADE WITH THE TAUPE COLOR RUBBER THROUGHOUT, AT 50% OFF THE \$175. REGULAR PRICE TO THOSE THAT PURCHASED THE COATED MATS ORIGINALLY FROM THE 1937-38 BUICK CLUB, OR FROM BOB'S AUTOMOBILIA. \$87.50 PLUS \$9.00 SURFACE UPS SHIPPING TO CONTINENTAL U.S.A. **YOUR OLD MAT MUST ACCOMPANY YOUR ORDER!** THIS OFFER ENDS DECEMBER 30, 1991. CALIFORNIA RESIDENTS ; ADD 7-1/4% TAX

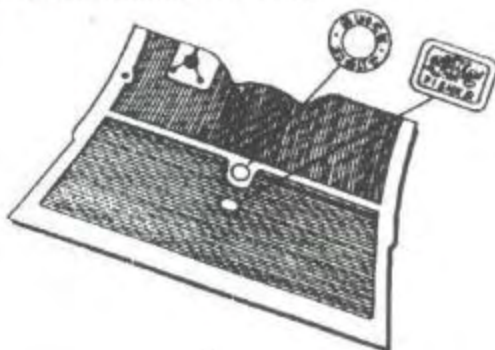


FLOORMATS

REPRODUCTION FLOORMATS WERE OVER A BLACK RUBBER BASE. WE HAVE



CLIP-ON SUNVISOR VANITY MIRROR. EXACT COPY OF THE ORIGINAL FACTORY ACCESSORY. *GM* SCRIPT, WRITE-IN MILEAGE, OIL CHANGE, ETC. 1937-49 \$25.



NEW

SUNVISOR BRACKETS

1937 thru 1939 COUPES and SEDANS. REPLACEMENTS. \$45. pair

CATALOG #39

1920-1956 46 PAGES
\$3.00 USA & CANADA
\$5.00 OVERSEAS

*GM BUICK FISHBY ARE TRADEMARKS OF THE GENERAL MOTORS CORP.

BOX 2119 ATASCADERO, CA. 93423 TEL. (805) 434-2963



Classified Ads



PARTS FOR SALE

1937 80 & 90 Series Dash Decals-1 set decals, pattern sample piece, and instructions.. \$ 85.00 incl. shipping
Tom Alderink

619 West 23rd Street
Holland, MI. 49423

Ph. (616) 396-3183
or (616) 392-1761

1938 model 41 trunk-back sedan: lots of good parts for sale. Call or write TED MASILIAN (#883). 1818 Four Mile Rd., Racine, WI 53402 414/639-8066.

1937 model 80-C four-door convertible: body (rough), top, chassis-\$2800; '37 Roadmaster sedan, rolling, incomplete-\$1325; '37 80-series dual sidemounts complete-\$950; nice rear fenders-\$250 both. DAVE POWERS(#894). 27732 Paseo Barona, San Juan Capistrano, CA 92675-2850. 714/493-1199. (5)

PARTS WANTED

1938 grille, both halves, in good restorable condition. GENE EVANS (#877). 502 Central Ave., Fillmore, CA 93015. 805/524-0774 home; 805/524-1313 ofc.

1937 60-series manifold pilots; rear motor mount metal, '37-38 60-series; oil pump float, '37-'40; '37-'38 Buick accessory lists (xerox copy fine). GENE McCOY (#573). 20 Raff Ave., Floral Park, NY 11001. 516/354-0210.

1936-1937 series 80/90 rebuildable gas tank (20 gal.), with or without sending unit. DAVID PAULISIN (#704). 3514 Darcy Dr., Bloomfield Hills, MI 48301. 313/540-3562 home; 313/531-7800 ofc.(4)

1938 series 40 trunk handle; 1938 series 60 ring & pinion set (3.9:1) part nos. 1303405 & 1303406; '37 series 80 right side sun visor with hardware; '38 front bumper badge & grille guard. JIM BRADY (#751). 4826 N. Nashville, Chicago, IL 60656. 312/775-8910.

'37-'39 60-series brake drum (12" x 2 1/4") in good condition; '38 80/90 series engine splash pans. DAVE LEWIS (#237). 3825 South Second St., Springfield, IL 62703. 217/529-5290.

CARS FOR SALE

TWO 1938 Model 41 Special Sedans--one restorable and the other good parts. \$ 800.00 takes both. Lots of straight metal. Either these are sold now or they get gas-axed and scrapped out. Price goes down \$25.00 per day beginning with publication of this ad until sold, scrapped, or pushed into the river. It would be a shame to lose out on this restorable '38, but I have to have the room. Thomas R Parkinson, 2238 Woodside Lane, Niles, MI 49120. 616-684-3629 or 219-259-1643.

1938 Roadmaster formal sedan, model 81-F. Dual sidemounts; divider window; new timing chain; brake cylinders bored & sleeved. Only 246 made. Excellent condition; in storage 17 years. With owner's manual & '35-'48 Motor Auto Repair Manual. Was \$12.950, now \$9850. Moving; must sell. Robert Burger, 20541 Amie Ave., Torrance, CA 90503. Call 310/370-4186 or 717/823-9152.



NEW MEMBERS

Michael E. O'Hara (#930)
664 Red Rd.
Independence, MO 64055
816/833-8222
'37 61

Charles Sparrer (#930)
3955 E. Prospector Dr.
Salt Lake City, UT 84121
801/942-4220
'38 46-C

Bob Wilson (#931)
18 Commercial St.
Milton. Ont. L9T 2H6
Canada
416/878-3869
'37 4427 McL.



1927
to
1953

WIRING HARNESSSES

AUTHENTIC REPRODUCTION WIRING SYSTEMS THRU 1953
HANDCRAFTED WITH THE FINEST MATERIALS

EACH SUPPLIED WITH: LIMITED WARRANTY
INSTALLATION INSTRUCTIONS
SCHEMATICS

ALSO OFFERING:
WIRING SUPPLIES
BRAIDING SERVICE
CATALOG OR
INFORMATION \$2



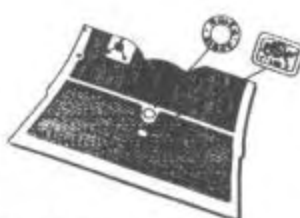
BOX 435 WAYNE, PA 19087

BOB'S AUTOMOBILIA

(805) 434-2963

1937-38 BUICK

FRONT FLOORMAT
1937-38 SER. 40-60
BLACK or BROWN
FF-378.....\$175.



DOOR WEATHERSEAL-SPONGE
GLUE-IN.....DW-387.....\$1.70ft.
CLIP-IN.....DW-80.....\$2.00ft.

DOOR BOTTOM SEAL
CLIP TYPE.....DW-369.....\$1.80ft

TRUNK SEAL-SEDANS, 1/2" WIDE
SER. 80-90.....TW-371.....\$29.50
SEDANS, 3/4" WIDE.
SER. 40-60.....TW-371S.....\$29.50.

TRUNK SEAL-COUPES, 9/16" X 1" SPONGE
.....TL-369.....\$2.00ft.

CLUTCH and BRAKE PEDALS SERIES 40-60
BLACK.....CB-343BK.....\$5.00EA.
BROWN.....CB-343BN.....\$5.00EA.
SERIES 80-90.....CB-32BK.....\$8.50EA.
BROWN.....CB-32BN.....\$7.50EA.

PEDAL FLOOR SEALS; ALL MODELS
.....FS-375.....\$13.00PR.

1937 ONLY! ACCELERATOR PEDALS SERIES
40-60 BLACK.....AP-37BK.....\$27.00
BROWN.....AP-37BN.....\$29.00

SHIFT BOOT, 1937-38 SERIES 40 ONLY!
BLACK.....SB-348BK.....\$8.75
BROWN.....SB-348BN.....\$9.75

TIE-ROD ENDS, 1937-38 SERIES 40
LEFT HAND THREADS TE-371L.....\$27.00
RIGHT HAND THREADS TE-371R.....\$27.00

LOWER OUTER PIN KITS FOR SERIES 40-60
.....LO-372.....\$35.00

FUEL PUMP KITS; SER. 40 FK-24.....\$23.00
SERIES 60-80-90 .. FK-116 .. \$28.00.

CARB. KITS: CARTER.....CK-360C \$25.00
STROMBERG.....CK-37XS \$26.00

VALVES & LIFTERS SERIES 40-50;
INTAKE.....V-944.....\$11.EA.
EXHAUST.....VS-837.....\$11.EA.
LIFTERS.....VL-1M.....\$9.EA.

TORQUE BALL SEAL KIT. ALL MODELS
TBK-343.....\$26.00

VISOR VANITY MIRROR VM-369 \$25.(8-91)

RUNNING BOARD RUBBER
MATS, 1937-38 SERIES
40 ONLY! REQUIRES SOME SPLICING ON INSIDE EDGE.
RM-378.....\$424.00 PR.



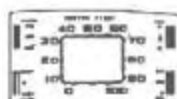
RUNNING BOARD INSULATORS, 1937-38
ALL MODELS. ALL NEW MATERIAL! 4
NEEDED PER RUNNING BOARD.
RI-378.....\$20.00 EA.



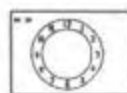
HOOD REST PADS, 1937-38 6-8 PER CAR.
HR-378.....4.00 EA.



DASH GLASS, SILK-SCREENED ON
BACK OF GLASS IN COLORS AS
ORIGINAL, 1937 SPEEDO.....DG-37.....\$38.
.....RADIO.....RG-37.....\$23.
.....CLOCK.....CG-37.....\$28.
1938.....SPEEDO DG-38.....\$38.
.....RADIO.....RG-38.....\$23.
.....CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$6.
PLASTIC DOOR HANDLE and WINDOW
WINDER RINGS..HE-37(38).....\$4,



OUTSIDE DOOR HANDLE CHROME ESC-
HUTCHEONS and RUBBER GROMMETS.
1 FERRULE & 1 GROMMET PER SET.
1937 DGF-296.....\$5./SET
1938 DGF-380.....\$5./SET



DOOR FERRULE INSTALLATION TOOL.
\$20. REFUNDABLE IF RETURNED
WITHIN 30 DAYS. DF-TOOL.....\$30.



1938 TRUNK HANDLE/LIGHT MOUNTING
SEAL. DH-381.....\$8.50

RUMBLE SEAT LATCH 1937-38
DL-278.....\$65.



MOTOR MOUNT, FRONT. ALL MODELS
ROUND PADS.....SP-338.....\$10.PR.
MOUNT.....MM-347.....\$27.EA.



FRONT END BUMPERS;
UPPER ALL.....UB-379.....\$5.EA.
LOWER.....LB-3X0.....\$22.PR.
1937 HUB CAPS. ALL SER.. HC-37.....\$60.EA.
16" WHEEL TRIM RINGS-TR-16S.....\$96./SET of 4
1937 or 38 HOOD ORNAMENT.....HO-3X.....\$65.



SOME OTHER ITEMS WE STOCK; BEARINGS,
DECALS, ENGINE PAINT, DECALS, SHOP
MANUALS, PARTS BOOKS, BODY BOOKS and MORE.
SHIPPING \$4. PER ORDER PREPAID. C.O.D. ADD \$4.

BOB'S AUTOMOBILIA BOX 2119 ATASCADERO CA. 93423 TELEPHONE (805) 434-2963
VISA-MASTERCARD or C.O.D. (CATALOG #39 \$3.00 - PHONE ORDERS - WRITE FOR CATALOG)

BUICK UPHOLSTERY KITS

Complete your restoration with an authentic Buick interior from Hampton Coach. Each kit is made in our own upholstery shop to original specs using only the finest fabrics and materials.

Panel Kits, Headlining Kits and Seat Upholstery Kits come complete, ready to install.

We presently have kits available for many popular Buicks from 1932 to 1953 and are in the process of adding many more. Specific models available for 1937 and 1938 are as follows:

- Model 41
- Model 46
- Model 46S
- Model 47
- Model 48 (1937 only)
- Model 61
- Model 66
- Model 66S
- Model 67



Guaranteed Quality & Fit

Write or call today for free literature including samples and prices. Please be sure to include year and model of your Buick along with your request.



Hampton Coach Inc., 70 High Street, P.O. Box 665, Hampton, NH 03842 (603) 926-6341



EXHAUST PIPE, MUFFLER & TAIL PIPE CLAMP ASSEMBLY

GROUP #3.708-3.704-3.617 PART #1302878



This clamp set was used for both front and rear muffler applications. The set comes with two halves, 2-carriage bolts, nuts and lock washers. This clamp set will add points to your perfect restoration. Made to match original specs.

**FITS: 1937-52 BUICK, ALL FRONT & REAR
1953-56 BUICK 40 FRONT
1939-53 OLDSMOBILE FRONT
1942-56 OLDSMOBILE REAR**

\$9.95 ADD \$3.50 for shipping & handling

DAVE LEWIS RESTORATION

3825 SOUTH SECOND, SPRINGFIELD, ILL 62703

'37-'38 Buick Rubber Parts

- ★ Windshield Rubber
- ★ Vent Window Rubber
- ★ Runningboard Mat
- ★ Convertible Roof Rail
- ★ Quarter Window
- ★ Door Weatherstrip
- ★ Suspension Rubber
- ★ Rebuild Motor Mount

We've been manufacturing concours winning quality parts for over a quarter of a century with only one goal in mind.

Make only the best.

✓ Deal Manufacturer Direct

Send for your new Steele catalog!



Steele Rubber
Dept 37-38
1601 Hwy 150 East
Denver NC 28037
Fax: 704-483-6650

Name _____

Address _____

City _____

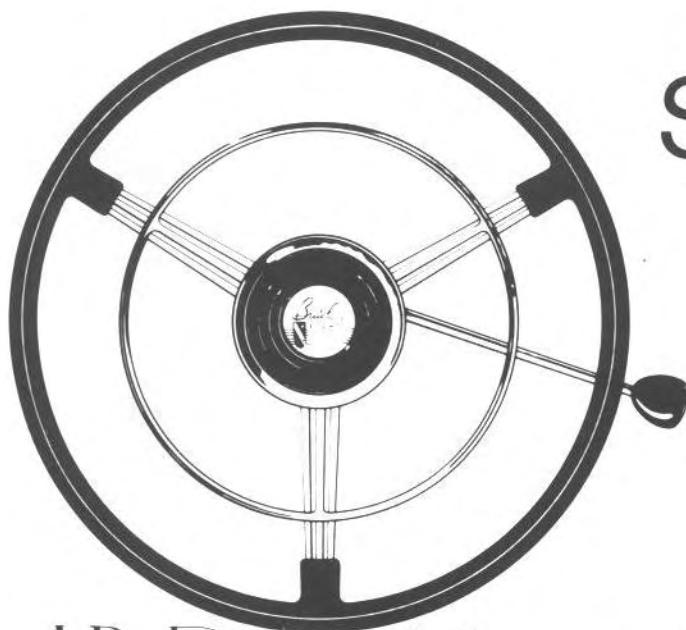
State _____

Zip _____

In the US send \$2 (\$4US in Canada)
or call

800/544-8665

CLUB SPECIAL: Two or more muffler clamps, \$7.95 each, plus \$3.50 each shipping & handling.



Perfectly Recast STEERING WHEELS

1936 Thru 1947
\$2.00 for Brochure

Must
Specify year

(602) 278-4505

J.B. Donaldson Co.

2533 W. Cypress Phoenix, Arizona 85009

'Bye Now...



Happy New Year !



